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THERY, E. *La fortune publique de la France*. (Paris: Delagrave. 1911. Pp. 256. 3.50 fr.)

Contains some valuable statistics.

TODD, E. E. *The case against tariff reform*. (London: J. Murray. 1911. Pp. 2s. 6d.)

A reply to *The Case against Free Trade* by Archdeacon Cunningham.

ZECKENDORF, E. *Der deutsche Gerstenzoll. Eine Sammlung von Aufsätzen und Vorträgen aus den Jahren 1900-1910*. (Munich: J. Schweitzer. 1911. Pp. 77. 1.80 m.)

ZIMMERMAN, J. W. R. *Das Reichs-Erbschaftssteuergesetz vom 3.6.1906 nebst den Ausführungsbestimmungen des Bundesrats sowie den Vollzugsvorschriften der Königreiche Preussen, Bayern, Sachsen und Württemberg, der Grossherzogtümer Baden und Hessen und des Herzogtumes Braunschweig*. (Munich: J. Schweitzer. 1911. Pp. xii, 589. 11.50 m.)

— *The financial relations with the imperial exchequer*. (Dublin: Gill & Son. 1911. Pp. 39. 6d.)

Criticises the treasury returns as giving a wrong impression of the amounts contributed by Ireland.

Population and Migration

Industrial Causes of Congestion in New York City. By EDWARD EWING PRATT. Columbia University Studies in History, Economics, and Public Law, Vol. XLIII, No. 1. (New York: Longmans, Green and Company. 1911. Pp. 259. \$2.00.)

The purpose of the above study is to find out to what degree industrial distribution is responsible for the existing congestion of population in certain parts of New York City. First are given the statistics of congestion, then the results of an inquiry into the causes of the location of factories in different districts of the city, and finally a study of the distribution of workers according to distance from the place of employment, and hours of work, wages, nationality and sex.

The tables show an interestingly close variation of distance of residence from work (residence-mobility) inversely with the length of the working day, and directly with the rate of wages, indicating that not sheer human perversity but some fundamental economic cause is acting to cluster human beings into the im-

mense aggregates found in our largest cities. The tables according to nationality apparently bring the group impulse into play as distinguished from the general economic motive, and afford comfort to those who claim that our newer immigrants delight in congestion for its own sake. These show that the residence mobility of the employes studied is greatest for the Germans, only 10.8 per cent of whom, working in lower Manhattan, also lived below Fourteenth Street; and ranges in order through British, American and Irish to Austrians, Hebrew-Russians, Italians, Russians and Hebrew-Austrians, of whom from 45 to 64 per cent of those working in lower Manhattan lived below Fourteenth street.

If these groups, however, should be subdivided according to hours of work and rate of wages, it would undoubtedly be found, according to the commonly observed facts, that the newer immigrants would fall into the longer-hour and lower-wage groups, while the older immigrants and the natives would be found in the more prosperous groups, so that the nationality table would be practically converted into an hour-and-wage table, with the economic motive again the determining factor. A similar reduction to an economic basis may be made of the apparently greater residence mobility of men than of women workers. Women, like the newer immigrants, are found in greater proportion in the low-wage and long-hour groups, and furthermore their very presence in industry indicates a lower economic level of the families to which they belong.

As remedies for the evils of congestion, the author considers and rejects as ineffective taken by themselves, some of the methods popularly proposed, such as the improvement of transit facilities, restriction of immigration, limitation of the working day, the minimum wage, the prohibition of tenement manufacture, farm colonies, the building of cheap homes in the suburbs, and so on. The problem is a difficult one, not to be solved by any one method, but in the author's view, city planning in its full significance, the establishment of industries in suburban centres, the provision of low-rent homes for workmen in these centres, and the improvement of transit facilities in connection with all the above are the means most strongly to be insisted on.

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